United Airlines tie up with Indian companies

595. SHRI SOLIPETA RAMACHANDRA REDDY:
SHRI SANJAY DALMIA:
DR. MOHAN BABU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the American Airline giant United Airlines is expanding air travellers market in Asia and is willing to hold talks with the Indian companies for a possible tie up;

(b) if so, the details thereof;

(c) whether any agreement with India has been considered;

(d) if so, the details of the final agreement signed?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (d) Consequent upon the inter-Governmental talks held between India and USA from 29th November to 02nd December, 1995, the right to operate Services under code-share arrangement between Air India and United Airlines for the latter's round-the-world operation was introduced with effect from December 15, 1995. Under this code-share arrangement, Air India is entitled to a block of 30 seats on United Airlines flights operated between India and USA. However, the code-share arangement on the United Airlines flights operated on the Pacific route (7 frequencies per week) on Delhi-Hongkong-Los Angles sector and vice versa have since been suspended due to objections raised by the Hongkong Authorities.

Free Tickets to Haj Committee

596. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many free tickets were issued to Haj Committee by Air India during the last three years; and

(b) the list of passengers who travelled on such free ticket issued during the last three years?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a and (b) No gratis seats were provided to the Central Haj Committee on Haj charter flights during the last three years. However, 25 free tickets were issued in favour of the Central Haj Committee for their travel on Air India's Scheduled services from India to Jeddah and back during 1996 in connection with arrangements for Haj movement.

Facilities availed by Private Airlines in Domestic Airports

597. SHRI A. VIJAYA RAGHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details regarding the private airlines using the domestic airports for service;

(b) whether they are paying any fees or tax for using this facilities in the domestic airports; and

(c) the details of collected amount from the private airlines for the facilities provided for them by the Airport Authorities including the balance to be collected?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Private airlines using domestic airports are Jet Airways, Sahara Airlines, Gujarat Airways, Bengal Air Services Ltd., Blue Dart, Mesco Airline Ltd., Archana Airways, UP Airways Ltd., NEPC Airlines, Span Aviation, Karsan Aviation, India International, Trans Bharat Aviation, Saraya Aviation, Jagson Airline and Elbee Airline.

(b) Yes, Sir.

(c) The amount collected by Airports Authority of India from private airlines on account of Terminal Navigation Landing Charges, Route Navigation Facilities Charges, Passenger Service Fee,

X-Ray baggage Charges Housing/Parking Charges etc. is Rs. 99.94 crores during the year 1997-98. The outstanding dues from private airlines amount to Rs. 30.90 crores.

उड़ान संख्या आई सी 134/135 को निरस्त किया जाना

598. **श्री दिलीप सिंह जूदेव:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने मुम्बई, अहमदाबाद, इन्दौर भोपाल और कलकत्ता जाने वाली इंडियन एयरलाइंस की उड़ान संख्या आईसी 134/135 को निरस्त कर दिया है;

(ख) तीन राज्यों को जोड़ने वाली इस उड़ान को निरस्त करने के क्या कारण है;

(ग) इसके लिए कौन से कारक जिम्मेदार है और क्या मंत्रालय को इस संबंध में संसद सदस्यों से पत्र प्राप्त हुए हैं, यदि हां, तो उन पर मंत्रालय की क्या प्रतिक्रिया है; और

(घ) क्या इस उड़ान को फिर से बहाल करने का कोई प्रस्ताव सरकार के विचाराधीन है, यदि नहीं, तो इसके क्या कारण है?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) जी, हां।

(ख) से (घ) प्रचालन कर्मीदल की कमी के कारण, यह सेवा वर्ष 1992 में स्थगित कर दी गई थी। इस उड़ान को फिर से चालू करने के संबंध में एक संसद सदस्य से अनुरोध प्राप्त हुआ था। तथापि, प्रचालन संबंधी कठिनाइयों और वाणिज्यिक प्रतिफलों की दृष्टि से इस मार्ग पर उड़ान फिर से शुरू करना कठिन है। निजी प्रचालक अपने वाणिज्यिक निर्णय के आधार पर इन सेक्टरों के लिए विमान सेवाएं प्रचलित करने के लिए स्वतंत्र है।

Loss making airports in Gujarat

599. SHRI AHMED PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the airports in Gujarat are loss making airports;

(b) if so, the details thereof;

(c) whether it is a fact that these airports are loss making because Indian Airlines and other Airlines are not operating on these airports as they are not suitable for big aircrafts and the airlines do not operate small aircrafts;

(d) if so, whether Government propose to direct IA to operate small aircrafts to and from these airports to make them profitable; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes Sir.

(b) Apart from Ahmedabad airport, which is making profits, all other airports in Gujarat namely Bhavnagar, Deesa, Kandla, Keshod, Rajkot, Jamnagar, Porbandar, Vadodara and Bhuj (Civil Enclave) are making losses.

(c) to (e) Indian Airlines, Alliance Air, Jet Air and other private operators are operating to the airports in Gujarat, except to DEESA Airport. At present Indian Airlines do not have adequate fleet of small aircraft. Indian Airlines, Jet Airways and Sahara Airlines have plans for acquiring smaller aircraft. Once this happens, the situation is likely to improve.

Gujarat's Share in International passenger traffic

600. SHRI AHMED PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that for international traffic the share of passenger traffic in Gujarat compared to the total passenger traffic of the country is very very low;

(b) if so, the details thereof;

(c) whether this is due to lack of international airports, flight operations and other air facilities in the State; and

(d) if so, what action Government propose to remove the bottlenecks and increase passenger share of the State in international air traffic?